AMENDMENTS TO THE SPECIFICATION

Please amend paragraph [0037] beginning on page 8, as follows:

[0037] Referring now to Figure 3, the flow chart further illustrates the process for creating parametric model PM values (PMV). Process 40 can be used to create PMV 47. First raw data 42 for a specific parametric model is collected. The collection of raw data 42 may be accomplished through a variety of traditional means such as sensors for detecting automobile's or driver's performance, or other driving conditions as listed in TABLE 1 shown hereinabove. For example, sensor 41 may be mounted on or integrated with an appropriate mechanism of a vehicle to capture raw data during a driver operating the vehicle. The collected raw data 42 are subject to step of data selection 43, in which a portion of raw data 42 that does not meet certain selection criteria is discarded in order to eliminate noisy and meaningless data. Depending on measured parameters, the selection criteria should capture the aggression level of the driver. For instance, acceleration data between 0 and 0.8 *mph/s* could be clipped out since these small acceleration data occur too frequently and do not provide much information about the driver attitude. The selected data 44 are then modified by applying pre-determined learning algorithm at step 45 to generate learned data 46. For example, selected data 44 may be sorted and the values of the percentiles from 0 to 100 are calculated and stored in the memory. These percentile values, or PMV representing the data distribution of the measured parameter.

Please amend paragraph [0040] beginning on page 10, as follows:

[0040] In either simplified or more complex examples, the driver attitude may be derived from PM values by following the steps shown in flow chart in Figure 4. The PMV or the percentile values of each parametric model PM 52 stored in the memory are processed through step 53 to obtain the average of the PM values, which are mapped to a scale between 0 (most conservative) and 10 (most aggressive) to determine the driver attitude level, relative to other drivers. The PM values may be averaged in many ways depending on the parameter and its data distribution. Basically, the averaged PM values should represent the aggression level of the driver. In order to map the scale appropriately, an individual averaged PM value must be compared to a range of data obtained from the general population. Each attitude level derived from a single PM is called parameter-specific attitude level. The plurality of parameter-specific attitude levels 54 obtained from a plurality of PMV 52 may be combined. When combined, the parameter-specific attitude levels 54 may be suitably weighted in step 55 in order to estimate the overall driver attitude. The parameter's degree of relevance to driver attitude determines the weight. The higher the degree of relevance, the higher the weight is. The overall driver attitude level 56 can be sent to a warning system, particularly electronically to be processed as in step 61 so that the warning system determines the timing to issue warning signals in step 62 adaptive and optimal to an individual driving style.

Please amend paragraph [0041] beginning on page 11, as follows:

[0041] As demonstrated in Figure 4, the overall process for forewarning a driver of a potential collision may be conducted by a combined system 50, which comprises "Driver Radar Enhanced Adaptive Modeling (DREAM) System" 51 for determining the driver attitude as described hereinabove, and a "Forward Collision-Warning (FCW) System" 60 for determining timing and issuing warning signals corresponding to driver attitude levels. The FCW system 60 may include any commercially available system that can perform timing determination and ~~issuing~~ issue a warning.